

## MISCELLANEOUS.

ROCKY MOUNTAIN  
GRAVEL ROOFING CO.

This Roof is both Fire and Waterproof, and will last longer than Tin, Iron, Felt or any other kind in existence. We make a specialty of Repairing Leaky Tin, Iron, Felt or other Roofs. Our Prices are Very Low. For Particulars call and consult.

ED. L. BUTTERFIELD,

79 W. Kimball Block, First South Street, Salt Lake City

SPENCER & KIMBALL,  
160 Main Street.Best and Cheapest Shoes  
EVER MADE.Our \$3.00 Shoe, for Ladies & Gents,  
in Four Styles, All Widths.

WARRANTED ALL SOLID.



160 SEND YOUR ORDERS.

Call and Examine.

160 Main Street.

## DAVID JAMES &amp; CO.,

—LICENSED—

Plumbers, Tanners,

## GAS AND STEAM FITTERS

No. 67 S Main Street.

Telephone Communication No. 379.

JOHN TAYLOR & SON,  
MERCHANT TAILORS.

A FULL LINE OF

Choice Woolens and Novelties in Men's Ware.

IMPORTED AND DOMESTIC CLOTHS,

In Fine and Medium Grades.

43 & 45 SECOND SOUTH STREET,  
SALT LAKE CITY.

## BULLS FOR SALE!

SEVENTY-FIVE HEAD OF HIGH GRADE

## DURHAM YEARLING BULLS

AND THIRTY-FIVE HEAD OF HIGH GRADE

Durham &amp; Hereford Cross Yearling Bulls

AT REASONABLE PRICES.

The most of these Bulls are at American Fork, in care of Mr. John Hindley, and part at the yards in the rear of Mr. Isaac Jennings' residence, Sixteenth Ward. For further particulars enquire of

ISAAC JENNINGS, or T. W. JENNINGS,  
35 W. First South St., Salt Lake City.

## HEREFORD BULLS FOR SALE.

I HAVE EIGHT THOROUGHBRED, AND A CARLOAD OF HALF BLOOD HEREFORD BULLS, from the stock farm of Hon. R. B. Harrington, near Kearney, Nebraska, for sale. Two of the thoroughbreds are nearly 2 years old, the others yearlings. Five of the thoroughbreds are grandsons of "Lord Wilton," three of "Sir Richard Second," the finest sire in the world. Pedigree furnished. The half-bloods are from good grade short horn cows from thoroughbred bull "Eugene," grandson of "Old Success." All of these animals were raised by Mr. Harrington, who is a man of high character and responsibility. PRICES—For thoroughbreds, \$30 per head; for grades, \$25 per head; all to be delivered in Salt Lake City, on May 1st, or at same price less the cost of transportation, delivered at 8 a.m. in Nebraska. Address the undersigned here, or R. B. Harrington, at Kearney, Nebraska.

ARTHUR L. THOMAS.

The Paper for Advertisers is

## THE SALT LAKE HERALD,

Its Circulation is immense and increasing every day

## THE STRIKES.

Traffic Interfered With on the  
Missouri Pacific.

HOW CRAWFORD WAS KILLED.

Bad for the A. & P.—The Queen—The  
Anarchists—Secretary Manning  
—Prison Revolt.

## The Strikes.

KANSAS CITY, March 24.—Everything remains in statu quo this morning.

ATCHISON, KANSAS, March 24.—The Missouri Pacific made two attempts this morning to send out freight trains over their road, but failed. The first train succeeded without encountering any interference in running to a point about one mile from the Union depot, where a number of strikers boarded a car and set the brakes. The engine was "killed" and the train brought back to the city by a switch engine. A second attempt was then made to start, this time under the protection of the City Marshal, sheriff and a number of policemen. The train succeeded in getting as far as the city limits, but a short distance from there the strikers took control of it and brought it back to the yard. There has been considerable excitement during the attempts to move these trains but no serious disturbances. All Missouri Pacific engines, except two, are now disabled.

ST. LOUIS, March 24.—A freight train of fifteen cars was made up this morning and started over the Missouri Pacific tracks in the direction of Seventeenth Street, arriving at that point a crowd called upon the engineer and firemen to leave their posts, which they did. The mob here soon became so dense that it was deemed advisable to clear the yards and the police were summoned and soon a force of about 150, commanded by the chief of police and all captains, arrived at the scene. The crowd was then ordered to disperse, and upon their refusing to do so the police made a charge upon them, hoping to drive them away before using their clubs. The latter alternative, however, became necessary. During the struggle which ensued, several of the strikers were badly beaten by the police, some of whom were in turn badly bruised from rocks thrown by the mob. After a brief fight the crowd dispersed and was driven from the yards.

Another engine was then procured which after being coupled to the abandoned freight train, drew it from the scene of the riot under the guard of about fifty police, who accompanied it as far as the city limits, no interference having been met with.

A dispatch from Kirkwood, twelve miles west, says the freight train passed that point safely. Just after the freight train had gotten away, carrying a large portion of the police force, a mob numbering about 1,000 men, made a rush for the machine shops of the Missouri Pacific, to take possession of them. The courage of the majority of them failed, and only about forty proceeded beyond half way, and they soon abandoned the idea and dispersed.

KANSAS CITY, March 24.—The railroad superintendents did nothing at their morning session except to discuss the situation. They meet again this afternoon when they will probably confer with the strikers. A prominent official expressed the opinion that the railroads would grant the switchmen's demands for the Chicago scale of wages if they would guarantee that it should end the strike as far as Kansas City is concerned; otherwise the demand would probably be refused.

ST. JOSEPH, MO., March 24.—At noon today, yardmen in the Hannibal and St. Joseph and Kansas City, St. Joseph and Council Bluffs yards struck and freight traffic was entirely suspended.

## How Crawford Was Killed.

TUCSON, ARIZONA, March 24.—Lieutenant Maus has made a supplemental report in reference to the murder of Captain Crawford by Mexican troops, which has been sent to Washington. The report contains his own statement, Lieutenant Shipp's, Mr. Horn's and the hospital steward's, all the white men present at the time. The attack occurred at daylight; Crawford wore his undress uniform, and Maus wore a long United States overcoat. The course of the fight was within ten yards of the Mexicans when talking. Horn says that while the Mexicans were talking, they were sending men quietly around to occupy the hills where the scouts had already fortunately gathered. While talking to Horn, one of the Mexicans suddenly raised his gun and shot him in the arm. The hospital steward says that when he had his back turned a Mexican fired two shots at him in close range. He was in the undress uniform of his grade. The Mexicans refused to answer any of their cries until the scouts killed four Mexicans before Maus could restrain them, from the top of the hill. The Mexicans condescended to report to Horn who went out alone to talk to them. One of the Mexicans said to him, "If you Americans haven't had enough we will give you another fight." The story that Americans had been following the track of the Chiricahua is false. Their trail came in from the south of the Mexican trail from the north and Maus marched back over the Mexican trail so that he can prove beyond contradiction that the Mexican story is false. Maus showed them a letter to Crawford in Spanish from the President of Sahuarial, telling Crawford where the Indian trails had last been seen, and yet after all that, they kept Maus a prisoner in their camp until six government mules had been paid as a ransom. Lieutenant Maus, in his statement, says: "Crawford was assassinated."

## Secretary Manning

WASHINGTON, March 24.—Secretary Manning is progressing favorably.

Dr. Hamilton made a statement this afternoon in regard to the condition of Secretary Manning, from which it appears that he has symptoms of apoplexy and is not regarded as out of danger.

THE WIFE, MOTHER AND MAID who suffer from Female Weakness, will find Gilmore's Aromatic Wine a positive cure. For sale at A. C. Smith & Co.'s Drug store.

## The Anarchists.

BRUSSELS, March 24.—The strike began by miners at Liege a fortnight ago, is extending rapidly all over the region. It has now practically assumed a universal demand by miners of the country for an increase of wages, accompanied by a decrease in the hours of labor. This labor movement at Liege is under the control of anarchists, and the city is really at their mercy. In many instances the mobs of anarchists have stopped people in the streets and demanded money, threatening violence if it were not given them. They have also broken windows in a great number of houses and shops. A pamphlet called "Catechism of the People" is being industriously circulated. It teaches the doctrine of the general distribution of wealth, and urges the use of force to accomplish its practice.

## The Queen.

LONDON, March 24.—The Queen, according to announcement, went in state this afternoon to open the ceremony of laying the foundation of the new examination wall of the College of Surgeons on the Thames embankment. She was accompanied by the Prince and Princess of Wales and other members of the royal family. The weather was clear and beautiful, and the people turned out in vast numbers along the route. Shops and club buildings on the way were decked with flags and streamers and displayed an abundance of royal mottoes. The royal party was everywhere received with the warmest enthusiasm. People rushed alongside the royal carriage during its progress, greeting her majesty everywhere with vociferous cheering.

## Bad for the A. &amp; P.

WASHINGTON, March 24.—The Secretary of the Interior has rendered a decision in the case of the Atlantic & Pacific, in which he holds that it has no legal claim to the land along the line of the road from San Diego Ventura on the Pacific Ocean, California, to San Francisco, and directs the commissioner of the general land office to restore the same to the public domain. The fact that this line has been mortgaged and money raised on its credit is, the Secretary adds, a misfortune to the mortgagees, in that they took a mortgage to which the mortgagees had no legal right. The decision restores to the public domain 2,451,250 acres.

## Prison Revolt.

PARIS, March 24.—An alarming revolt took place to-day in the prison at Chalons. The military had to be called in to quell the disturbance. The authorities have ordered an inquiry to be made on a complaint that the treatment of the prison officials was intolerable.

## Coming.

SAN FRANCISCO, March 24.—General Newton Booth, commander-in-chief of the Salvation Army, was a passenger on the Maroon from Australia yesterday.

The advertisement of Dr. Foote, Sr. appears in THE HERALD every Sunday. Therein will be found his address.

## MISCELLANEOUS

## WEBER COAL.

Home Coal Company,

## —DEALERS IN—

COAL from the Wasatch and Crismon Mines, Coalville, Utah.

Price Delivered ..... 6.00 per ton  
At yard ..... 5.50

## LEAVE ORDERS WITH

HENRY DINWOODEY,  
No. 27 S. W. First South Street,  
SALT LAKE CITY.

## LEGAL NOTICE.

In the Probate Court within and for the County of Salt Lake, in the Territory of Utah.

In the matter of the estate of Robert Pixton, deceased.

Notice to all persons interested in said estate.

IN PURSUANCE OF AN ORDER OF said court duly made, public notice is hereby given, that Samuel P. Fessenden, as administrator, Elizabeth Pixton, as administratrix of said estate of Robert Pixton, deceased, have rendered, presented and filed in said court, for settlement, allowance and confirmation, their final accounts and final report of their administration of said estate, from the date of their last settlement now on file in said court, that they will ask for a confirmation and ratification of the distribution of all funds already distributed to the heirs of said estate since said last settlement, and for a further distribution of all the residue of personal property, including money belonging to said estate, for the closing up and discharge of the trust of said administration, and all liability of themselves or their co-administrators, and that Thursday, the 8th day of April, A. D. 1886, at the hour of ten o'clock a.m., of that day, has been fixed as the time when, and the court room of said court, in the city of Salt Lake, in said County of Salt Lake as the place where said matters will be considered and adjudicated by the court.

You are therefore notified to be and appear in said Probate Court on the day and hour, and at the place designated as above, said, then and there to show cause, if any you have why said final report and final account should not be settled, allowed and confirmed, why the distribution of said estate to the heirs of said estate made since the last settlement in the matter of said estate should not be approved, ratified and confirmed, why the release of the remaining estate should not be made as prayed, and why the administration of said estate should not be finally closed, and said administrators and administratrix be released and discharged from their trust in the premises, and why their co-administrators be released from further responsibility in the premises, and why their other relief may not be given in the premises, which may be deemed needful by the court, and just and proper in the premises.

This the 24th day of March, A. D. 1886  
JOHN C. COLE, Clerk of said Court.

## RAILROADS, ETC.

## UTAH CENTRAL RAILROAD.

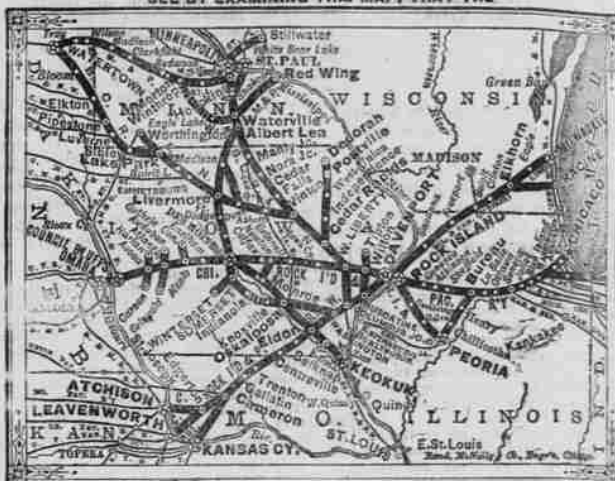
New Time Card, March 22d, 1885.

PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:

GOING NORTH. 8.00 a.m. Utah Express at ..... 7.15 p.m.  
Atlantic Express at ..... 7.15 p.m. Milford Express at ..... 6.40 p.m.

Passenger Trains Arrive in Salt Lake, daily as follows:

FROM NORTH. 7.51 p.m. Milford Express at ..... 6.40 p.m.  
FROM SOUTH. 7.15 p.m. Utah Express at ..... 7.15 p.m.

FRANCIS COPE,  
General Freight and Passenger Agent.JOHN SHARP,  
General Superintendent.WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL  
SEE BY EXAMINING THIS MAP, THAT THE

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY

By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continental link in that system of through transportation which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northeast and Southwest, and corresponding points West, Northwest and Southwest.

The Rock Island system includes in its main line and branches, Chicago, Joliet, Ottawa, La Salle, Peoria, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Fairfield, Ottumwa, Oskaloosa, West Liberty, Iowa City, Des Moines, Indianapolis, Winterest, Atlantic, Knoxville, Audubon, Harlan, Guthrie Centre and Council Bluffs, in Iowa; Gallatin, Trenton, Cameron and Kansas City, in Missouri; Leavenworth and Atchison, in Kansas; Albert Lea, Minneapolis and St. Paul, in Minnesota; Watertown in Dakota, and hundreds of intermediate cities, towns and stations.

## THE GREAT ROCK ISLAND ROUTE

Guarantees its patrons that sense of personal security afforded by a safe, thoroughly ballasted road-bed; smooth tracks of continuous steel rails; substantially built culverts and bridges; rolling stock as near perfection as human skill can make it; the safety appliances of patent buffers, platform and air-brakes; and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are transfers at all connecting points in Union Depots, and the unsurpassed comfort and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and the Missouri River are composed of well ventilated, finely upholstered Day Coaches, Magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars in which elaborately cooked meals are leisurely eaten, "good Digestion waiting on Appetite, and Health on both." Between Chicago and Kansas City and Atchison, are also run the Celebrated Reclining Chair Cars.

## THE FAMOUS ALBERT LEA ROUTE

Is the direct and favorite line between Chicago and Minneapolis and St. Paul, whose connections are made in Union Depots for all points in the Territories and British Provinces. Over this route, Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to its rich wheat fields and pastoral lands of interior Dakota.

Still another DIRECT LINE, via Seneca and Kanabakee, has been opened between Newport News, Richmond, Cincinnati, Indianapolis, and Lafayetteville, Council Bluffs, Kansas City, Minneapolis and St. Paul and intermediate points. For detailed information see Maps and Folders, obtainable as well as Tickets, at all principal Ticket Offices in the United States and Canada, or by addressing

R. R. CABLE,  
President and General Manager, Chicago.E. ST. JOHN,  
General Ticket and Passenger Agent, Chicago.THE SCENIC LINE  
OF THE WORLD.Denver & Rio Grande  
Western Railway.

Universally conceded to be the

## POPULAR PASSENGER ROUTE

Between the East and West.

The Only Line between Ogden, Salt Lake and Denver

Without Change of Cars.

The Only Line between Salt Lake and Chicago with but

## ONE CHANGE OF CARS

The Only Line Between the West and the East Running Through Salt Lake City.

## PULLMAN

Buffet and Sleeping Cars

On all Through Passenger Trains.

The Only Line from Salt Lake City

Running SLEEPING CARS FREE

for the use of Passengers holding

Second-class and Emigrant Tickets

## THE ATLANTIC EXPRESS

Leaves Ogden daily at 9.30 a.m.; Leaves Salt Lake City daily at 10.30 a.m. Direct connection is made at Pueblo and Denver for Omaha, Kansas City and all points East.

## THE PACIFIC EXPRESS

Arrives in Salt Lake City from the East at 5.00 p.m., and leaves for Ogden at 5.10 p.m., making connection with the Central Pacific for the West.

## LOCAL TRAINS

Leave Salt Lake City as follows:  
For Bingham and Alta at 7.20 a.m.  
For Ogden at 8.10 p.m.  
Arrive at Salt Lake City:  
From Bingham and Alta at 6.15 p.m.  
From Ogden at 10.50 a.m.

Tickets for all points East and West can be purchased at the Depot Office and City Ticket Office, White Horse Corner, Salt Lake City.

S. W. BOYLES,  
Gen. Pass. and Ticket Agent.

W. A. HANCOCK, Receiver.

The Utah & Nevada  
RAILWAY.

ON AND AFTER

MONDAY, OCT. 19th, 1885.

The Utah & Nevada Railway Company will run its trains daily (Sundays excepted) as follows:

Going West.	Going East.
Lv. 7.30 a.m. Salt Lake City	Ar. 8.10 p.m. Ogden
Lv. 8.22 a.m. " " "	Ar. 9.22 p.m. " "
Lv. 9.10 a.m. " " "	Ar. 10.10 p.m. " "
Lv. 9.40 a.m. " " "	Ar. 10.40 p.m. " "
Ar. 10.12 a.m. " " "	Ar. 11.12 p.m. " "
Ar. 10.30 a.m. " " "	Ar. 11.30 p.m. " "

Twenty minutes will be allowed at Ogden on morning train for Breakfast.

No freight will be received after 4 p.m.  
R. F. FENTON, W. W. KIRBY,  
Gen. Freight and Pass. Agts.

Salt Lake & Western  
RAILWAY.

On and After

Saturday, Dec. 30th, 1884.

Trains will run as follows:

## STANDARD MOUNTAIN TIME

* Leave Lehi Junction at 8.00 a.m.	* Arrive at Silver City at 11.00 a.m.
* Cedar Fort at 8.10 a.m.	* Leave Silver City at 12.00 p.m.
* 5-Mile Pass at 8.20 a.m.	* Arrive at Ogden at 1.00 p.m.
* Rush Valley at 8.30 a.m.	* Leave Ogden at 1.10 p.m.
* Arrive at Ogden at 1.20 p.m.	* Arrive at Dorcas at 2.10 p.m.
* Leave Ogden at 1.30 p.m.	* 5-Mile Pass at 2.20 p.m.
* Cedar Fort at 2.30 p.m.	* Cedar Fort at 2.40 p.m.
* Leave at Lehi Junction at 2.50 p.m.	

\* Connects with Utah Central train leaving Salt Lake at 7.30 a.m.

\* Connects with Utah Central train arriving at Salt Lake at 6.40 p.m.

\* Stop only upon signal. W. W. KIRBY, Secy.

## HENRY WAGNER,

Salt Lake City.

## California Brewery.

Lager Beer, Ale and Porter,

WHOLESALE AND RETAIL.

Second South Street, Three doors east of Main Street.

THIS PAPER may be found on file at the

Advertising Bureau of Ogden, or by advertising contracts may be made for it in NEW YORK.